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movements, juvenile offenders, reformatories, inebriate homes, hospitals, tuberculosis, public health, widows, children, the aged are all considered. The history of the movement to care for these various classes is given. This section will be of great value to those who wish to understand the drift of things in England.

In an appendix the value of social agitation is considered and the different types of agitators described.

No one will agree with all the author's ideas. There is a charm about the style, a freshness in presentation of topics that constantly holds the attention of the reader, no matter whether it is the old problem of volunteers, the professional or the work of the board of health which is under discussion. Many old fallacies are exposed, as, for instance, the "lingering belief that anything called charitable or religious is of private *concern* and not rightly *subject* to the control of the state."

The book is to be highly commended to all who wish to know recent developments in English philanthropy.

CARL KELSEY.

University of Pennsylvania.

Gulick, L. H., and Ayres, L. P. *Medical Inspection of Schools.* Pp. x, 276. Price, \$1.00. New York: Charities Publication Committee, 1908.

By making available in this volume their almost unlimited resources of information upon medical inspection in schools, the authors have conferred a great benefit upon those who desire to look into the literature of the subject. The introduction states that the work is one of the by-products of the "Backward Children Investigation," supported by the Russell Sage Foundation. "In the course of this investigation it has been found necessary to accumulate information as to what was being done for the health of children, from both the pedagogical and medical standpoints, in the chief cities and countries of the world."

The ideal given is based on a statement taken from a memorandum of the British Board of Education, which states that medical inspection "is founded on a recognition of the close connection which exists between the physical and mental condition of the children and the whole process of education." With this in mind a clear distinction is made between "medical inspection solely for the detection of communicable disease and that physical examination which aims to discover defects, diseases and physical condition." This leads to the question whether the inspection should be administered under the municipal department of health, or under the board of education; the former being primarily interested in the detection of communicable diseases and the latter in "securing and maintaining the health and vitality of the child." Though the viewpoint of Superintendent Maxwell, in his report for 1907, that "the physicians employed by the board of health do not perform any of the functions which it is highly advisable should be performed by

a truly educational department of hygiene," is stated at length, and little is said in favor of such inspection, the problem is left unsolved.

The early chapters devoted to the *Nature and Aims of Inspection*, the *Argument* in its favor, and the *History* of the movement are clear and most enlightening; but in the later chapters on *Controlling Authorities* and *Retardation and Physical Defects*, though the authors have made a careful attempt to analyze conditions, the incompleteness of the data obtainable makes the conclusions much less convincing. In reproducing instructions to teachers, regulations governing various school systems in regard to exclusions, forms for reports of teachers and inspectors, etc., the volume supplies an immediate, urgent need. The carefully selected bibliography of some 275 titles will be a material aid. On the whole, this volume not only makes it clear that America is behind Europe in safeguarding the physical health and vigor of the pupils in its schools, but will go far toward remedying that defect.

JAMES S. HIATT.

Philadelphia.

Haney, Lewis H. *A Congressional History of Railways in The United States.* Vol. I. Pp. 274. Madison, Wis.: Democrat Printing Co., 1908.

As is suggested by the title, this carefully prepared work by Dr. Haney has a twofold purpose. It brings out the main facts of railway development as shown in the congressional documents of the time, and points out in detail the various ways in which Congress was a factor in that development. The work is chiefly the result of a systematic study of the files of the House and Senate *Journals*, the numerous reports made to Congress, the *Debates of Congress*, *Executive Documents*, and *The Congressional Globe* from the beginning of active agitation for improved transportation to 1850.

In the first book the author discusses the rise of the railway question. Before the success of the railroad had been demonstrated, the Government had aided in the improvement of roads and the building of canals, and Dr. Haney presents many interesting facts as to the Road *vs.* the Railway and the Canal *vs.* the Railway. If there is any adverse criticism, it is that he presents his facts as though they cover the entire field, while in reality they are complete only in so far as the railway question appeared in Congress.

When once the technical success of the railroad was assured, the railways demanded aid from Congress, just as the canal companies had done and were still doing. This question is covered in the second book, and constitutes the most valuable part of the entire volume. The congressional documents, debates and reports constitute a complete source of information as to federal aid, and in making a careful study of them the author was in a position to treat this subject authoritatively. Each of the various forms of federal aid—Government surveys, monetary aid, drawbacks on railway iron, the mail service, grants of rights of way through public lands and federal land grants—in so far as they appear from 1824 to 1850, are analyzed.